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USCGC SENECA

Northern Patrol

20 Sept-19 Nov 2008



Ahoy Friends and Family of SENECA!

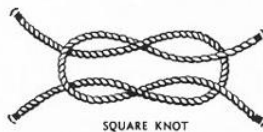
In the spirit of Sea Monsters, Folk Lore, Nautical Prowess and Halloween... I present the most bizarre of our newsletters yet. Over the past two months, the crew has responded to the call; braving the terrifying depths of the Atlantic to assist those in need. From towing stranded vessels to shelter, to protecting the fishing fleet from the wrath of Mother Nature herself, the crew has strived and survived through 20 foot seas, 35 degree rolls, and plenty of puking over the side.

Poseidon himself would be proud.

Enjoy! - LTJG Hicks, PAO



SN Kohler, SN Viehl, and SN Neill



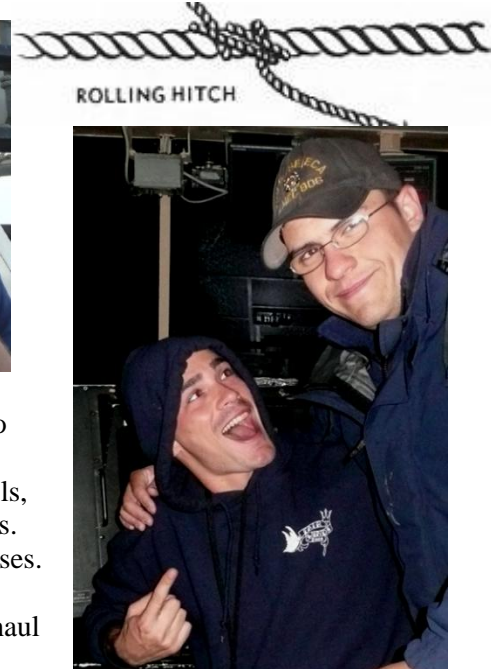
Ships Log:

Keeping busy is the easiest way to make the time fly on a patrol. Captain Wolter graciously tracked our daily adventures and sent out an e-newsletter to keep everyone up to date on how we spent our time...and it all started on September 20th, 2008...

The Sparrow Tattoo:
 Historically, the sparrow tattoo started as a sailors' tattoo. Sailors used to get a sparrow tattoo for every 5,000 nautical miles they traveled. Sparrows are known for traveling great distances, but always returning home, therefore the tattoos were believed to bring a sailor good luck, and act as a talisman to his safe return to port.



SN Burris



BM3 Deranian and SN Feliciano on the bridge during a night watch.

Deck Department

"Now, set the boat lowering detail, starboard boat deck," was a phrase deckies grew to know and love, as SENECA deployed her small boats on countless occasions throughout the patrol. Whether conducting training evolutions, trailing fishing boats, or searching for lost souls, the small boat crews never hesitated to brave the winter conditions and carry out their missions. With the assistance of the Deck Department, SENECA responded to five search and rescue cases. One case was the vessel *Grand Count* that was transiting from Canada to Venezuela. *Grand Count* became disabled due to a burned out clutch. BMC Sills took a team of deckies over to haul lines onboard and take the vessel in tow back to Nova Scotia, Canada, for repairs.

Another significant evolution was the capsizing / sinking of the Fishing Vessel *Costa & Corvo*. During the *Costa & Corvo* Case, SENECA and both of her small boats, and other Coast Guard assets led an exhaustive effort searching 280 square miles for the master of the vessel, Antonio Mesquita. The crew was reminded of how significant their jobs are as SENECA passed the location of the *Costa & Corvo* one last time and observed a moment of silence.

Deck Department not only stood countless hours of watch on the bridge, but they also ensured SENECA was ready for anything. Thank you, to the deckies, for repairing flight nets, carrying out helicopter and towing operations, preparing all of the navigational charts for the transit, and always finding something new to laugh about. Like unicorns.



BM2 Decoste, BM1 Wardynski, and BM1 Perry after a rescue survival swim.

BM1 Perry's Tattoo



SN Smith running the boat deck in his bunny suit...

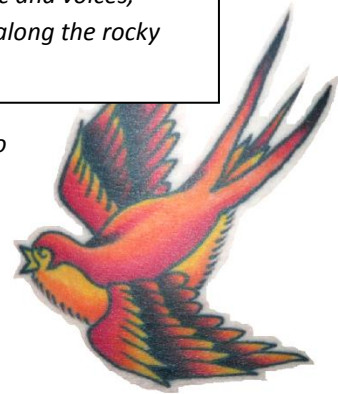
Forecastle: The term has described the forward part of a ship since the 1400s, when ships had a raised deck that resembled a castle for use in battles.

Operations Department



Sirens: In Greek mythology, the Sirens were three dangerous bird-women who lived on the island Sirenum scopui, which was surrounded by cliffs and rocks. Seamen who sailed nearby were entranced by their music and voices, resulting in shipwrecks along the rocky coast.

ET2 Schiedel's tattoo



OPS department certainly earned their pay this patrol! The OS's and CIC watch standers queried over 100 fishing vessels, managed 36 boardings, and achieved a record high of 29 PowerPoint slides in one Operations brief! In addition to keeping all of our electronic systems up and running, the ET's and IT's amplified the combat watch rotation ensuring that two watch standers were on duty at all times. The

ET's really shined during our Boston port call where they repaired the X-Band radar in less than 48 hours. ET1 Swisher and ET1 Lada led the way, giving up their hard earned liberty time to ensure SENECA had fully functioning radar for the rest of our patrol. Weapons division did an excellent job repairing the 76 mm gun and executing a flawless gun shoot early this patrol. The GM's conducted weapons training throughout the patrol for SENECA's LE teams, conducted pyrotechnics training with new crewmembers, and on loaded over a hundred rounds of ammunition. SENECA also conducted six days of helicopter operations to help Air Station Cape Cod and SENECA crewmembers maintain their qualifications.



GM1 Whaley fixing the line throwing gun



Gundecking: A term used in the modern military that refers to falsifying reports and records or taking shortcuts. One of many explanations for this term is that early sailors would paint over rust on the gundeck to avoid the work required to remove it.

Engineering Department



FN Sharpe and EM2 Watton



EM3 Williams



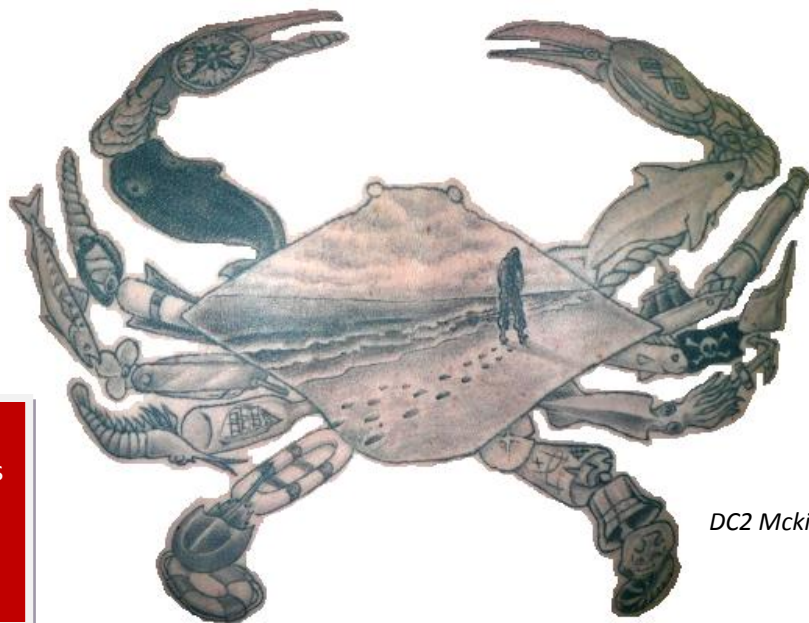
MK1 Munoz's Tattoo

After overhauling
SENECA's #2
Main Diesel
Engine, this patrol

was the first opportunity the engineers had to test the engines at max speed. Members of the Maintenance Augmentation Team from Boston and Kittery joined the crew for the first week of the patrol to conduct signature analysis on the engines. From the moment SENECA left the pier, the engineers ensured that the conning officers on the bridge had equipment they could rely on. The EM's fixed the gyrocompass, the pitch actuator on the #1 Main Diesel Engine, and helped the DC's spend a collective 12 hours troubleshooting the sewage system transfer pump. The DC's led another round of Damage Control University to train and qualify 9 new crewmembers on how to respond to onboard emergencies, and they selected YN3 Simonoff and SK3 Musumeci as Damage Control Petty Officers of the Quarter. The DC's also conducted Flight Deck Fire Party training to qualify 6 crewmembers for helicopter operations. Main Prop invested time into troubleshooting the Oily Water Separator and A-Gang fueled in Newport, Portland, and Boston, in addition to three hot refuels on HH-60 Helicopters.



EM3 Fraccavento and DC3 Koch on the foc'sle



DC2 Mckie's Tattoo

"We shall not fail or falter; we shall
not weaken or tire...give us the tools
and we will finish the job"

-Winston Churchill

Support Department



SN Kohler's Tattoo



FN Williamson and SK3 Musumeci making cookies



YN1 Depascale and SK1 Heggarty on pizza night

The Loch Ness Monster: An alleged creature that inhabits Loch Ness in Scotland. Since 1933, the legendary monster has been affectionately referred to as Nessie.



ENS Zukowski's Tattoo

Support department kept us all well fed, well supplied, and well paid...or at least the first two! The FS's brought us delicious meals, and desserts, and the mess cooks had the highest morale anyone has ever seen (thanks for the creative hats SN Neill)! The YN's created improved check-in packets, processed dozens of new

Nautical Star Tattoo: A tattoo that symbolizes finding ones way home, or finding one's path in life. A good luck charm.

shipmates onboard, tracked awards and advancements, and offered financial assistance to many of the crewmembers. The SK's utilized local small boat stations whenever possible to get parts and mail delivered. It's always a treat to get a package from home, and the SK's ensured that no one had to wait any longer than was absolutely necessary to receive them!



GM3 Cole's Tattoo

The Smoking Lamp: From the square-rigger days, a lamp to light pipes or cigars. The smoking lamp was a safety measure. It was devised to keep the fire hazard away from highly combustible woodwork and gunpowder. Even after the invention of matches in the 1830s, the lamp was an item of convenience to the smoker. When hazardous operations required that smoking be curtailed, the unlighted lamp relayed the message.



Doc giving SN Nunez a haircut

Morale



FN Lopez's Tattoo



Message in a bottle: A message released into the ocean and intended to go wherever the current carries it. After discovering the New World, Christopher Columbus's ship entered a severe storm. He sealed up a report of his discovery and cast it into the sea in hopes the news would return to Spain should he not survive.



SN Coble's Tattoo

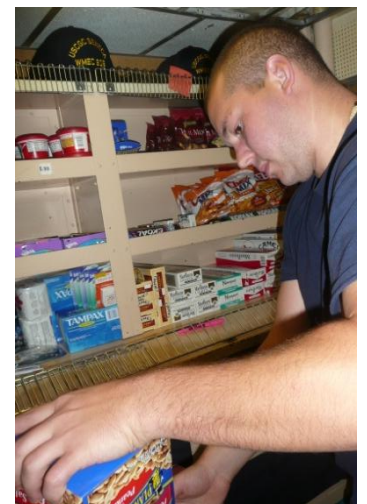


SK1 Heggarty inflated his life jacket on accident...

On Halloween, MK1 Lamb and GM1 Whaley put together a costume party with highlights including bobbing for apples and Bingo with MPA. Winner of the costume contest went to MKC

Ortiz, dressed as an oompa loompa to compliment ETC Cameron's Willy Wonka costume. SENECA also held its first Fear Factor, where SNFS Grant won by a landslide thanks to his miraculous ability to chug two bottles of maple syrup. Bleh. IT2 Goulet sold raffle tickets for morale; winners included helicopter rides for SN Lloyd and SN Moisa, SK3 Musumeci as Chief for a day, a duty day off inport for YN3 Simonoff, and a 24 hour liberty pass for SNFS Grant. DC1 Florez-Adams led a ship wide game of Assassins; last one standing was LT Michelli! Chiefs kept the crew happy with plenty of wing nights, Sunday Sundae's gave the crew something to look forward to on weekends, and everyone took turns in the galley for pizza nights. Finally, MK1 Haynes led the football pool competition; first place went to Captain, second place to MK3 Graham, and last place to Suppo, who is notably proud of his inability to predict football scores (stay away from Vegas this in-port)!

Davy Jones's Locker: An idiom for the bottom of the sea; the resting place of drowned sailors.



IT2 Stickle kept the Ships Store up and running throughout the patrol



Sea sickness: When the eyes and inner ear receive conflicting information; resulting in confusion and queasiness.

Poseidon: The Greek god of the sea and earthquakes. He was relied upon by sailors for a safe voyage on the sea. When Poseidon was in a good mood he provided calm sea. In contrast, when in a bad mood he would strike the ground with a trident and cause unruly springs and earthquakes, ship wrecks, and drownings.



ENS Zukowski- fearless of working under Poseidon's conditions.



FN Doty! We're going to miss you when you leave for school!



There you have it! We're happy to be home as usual, this year for Thanksgiving and Christmas both! Thank you, to the entire crew, for the memories from this past patrol.

